

WCL Engineering
clathrop@wcl-engr.com
541-954-3691

February 27th, 2026

City of Stayton
Planning Department

RE: 120 W Hollister Street- Transportation Assessment Letter

This letter is to provide an assessment of impact to the transportation trip rates that the proposed development located at 120 W Hollister Street in Stayton, Oregon would create. This assessment utilizes the ITE Trip Generation Manual, 11th Edition.

Existing Conditions & Use

The existing site has an existing 4,091 square foot retail auto parts store. The ITE Land Use Code that best fits this use is 843 (Auto Parts).

Proposed Conditions & Use

The proposed improvements will increase the building's site to 4,567 square feet and the new use is proposed to be a convenience market without fueling stations. The ITE Land Use Code that best fits this use is 852 (Convenience market).

Analysis

See below for a comparison of the two uses. This analysis utilizes the ITE Trip Generation Manual (12th Edition) to compare the existing baseline traffic against the proposed redevelopment. Per professional standards, a Fitted Curve (Regression) equation of was used to provide the most statistically accurate forecast for these specific building sizes.

	Existing Use- Auto Parts w/ Service	Proposed Use- Convenience Market	Net increase(+) Decrease(-)
ITE LUS Code	943	852	--
Pass By Rate	15%	61%	--
Building Area	4,091 sq ft	4,567 sq ft	--
Average Daily Trip Generation rate (non-regression model)	96.22/1000 sq ft	753.86/1000 sq ft	--
ITE Regression Equation	$T = 51.52 (\text{sq ft}/1000) + 7.42$	$T = 628.32 (\text{sq ft}/1000)^{0.83}$	--
Average Daily Trips	218 Trips	2,213 Trips	1,995 Trips
PM Peak Trip Generation rate	5.88/1000 sq ft	36.22/1000 sq ft	--
PM Peak trips	24 Trips	165 Trips	--
PM Peak trips- Pass By Adjusted	17 trips	64 Trips	47 Trip

Assessment

The proposed development is anticipated to generate 1,995 more daily trips and 47 more peak trips than the existing use. This is over the thresholds outlined in 17.26.050 for a Transportation Impact Analysis, however due to this proposal being a redevelopment and directly adjacent to the county roadway with no known traffic constraints, It is my assessment that a TIA will most likely not result in improvements to the transportation system and this requirement could be waived. As this is my assessment, I (as well as the applicant) fully understand that it is up to the City of Station to determine the need for the TIA.

Respectfully,

William Cole Lathrop, PE



EXPIRES: 12/30/2026